|  |  |
| --- | --- |
| 1. Unit Number:
 | 372913 STORED IN NISKU YARD JAN/2020 |
| 1. Manufacturer / MFG Date:
 | TOROMONT PROCESS SYSTEMS 1998 |
| 1. Job Number:
 | 10379-301 |
| 1. Hours Since Last Major OH (Comp.):
 | 55,000 |
| 1. Hours Since Last Major OH (Engine):
 | 55,000 |
| 1. Sour Specified Package:
 | NO SWEET GAS ONLY .063 CA |
| 1. Package Type:
 | SKID |
| 1. Option’s
 | 2-24 VOLT INSIDE LIGHTS ROOF MOUNT, GROUNDING LUG, NET SAFETY H2S DETECTION 1 HEAD ON FLOOR, NET SAFETY LEL DETECTION 1 HEAD ON ROOF, AUTO SUCTION CONTROL VALVE OUTSIDE MOUNT, ENVIRO PAN, 1-24” X 24” CATADYNE HEATER - 12VOLT, LOW PRESSURE TDI 312 STARTER 60PSI, ELECTRIC LIQUID DRAIN PUMP OF SCRUBBER 220/460VOLT(ROPER), DPI INDICATOR ON SUCTION INLET. |
| 1. Serial No. (Engine):
 | 37Y03384 ARR# 102-9431 |
| 1. Serial No. (Compressor):
 | 10241F19684649Z |
| 1. Engine Model type:
 | CATERPILLAR 3304 NA |
| 1. OEM HP:
 | 95 HP |
| 1. Compressor Model Type:
 | FRICK SCREW MODEL# XJF151N |
| 1. Compressor oil cooler
 | VICARB S/N: 270843.13 CRN#: N6303.23/K0381.1 MAWP=375PSI@250F |
| 1. Configuration (stg):
 | SINGLE STAGE SCREW PACKAGE |
| 1. Cooler Type:
 | FIN-X-INC MODEL: FX42-6 S/N: H6961 |
| 1. Panels:
 | MURPHY MODEL:LCDT S/N: 50-30-1477REV |
| 1. 1st stg Vessels
 |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| VESSEL | A# | CRN# | S/N | MAWP | MANF DATE |
| SUCTION SCRUBBER | 402777 | L2589.23 | 10379401 | 400PSI | 1999 |
| VERTICAL OIL SEPARATOR | 443103 | M7155.231 | 10460 | 400PSI | 1999 |
| SECONDARY OIL SEPARATOR | 443114 | M7485.231 | C990070A1 | 400PSI | 1999 |
| COOLER BUNDLE | N/A | L3722.231 | M548.1 | 375PSI | 2019 |

 |
| DIM’s LXWXHXWEIGHT | LENGTH = 16’-11” WIDTH = 10’-7” HEIGHT = 9’-10’ WEIGHT = 40,000LBS EST |
| 1. Pictures (check):
 | □ #1 Outside of building (side view) □ #4 Compressor□ #2 Outside of building (end view) □ #5 Panel□ #3 Engine □ #6 Any other selling featureDate- JAN/2020 PETER ATZESBERGER |

NOTE’S

|  |
| --- |
| VICARB OIL COOLER NEEDS SERVICING LEAKING/ENGINE AND COMPRESSOR HOURED OUT NEEDS OVERHAUL |